

B. F. TAYLOR,
Savidero.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
Dobwell & Co., Limited,
General Managers.

NEW SERIES No. 1916. 日四十月七年七十二緒光

TUESDAY, AUGUST 27, 1901.

二拜禮 號七廿月八年港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
YOKOHAMA. NEW YORK.
SAN FRANCISCO. HONOLULU.
HONOLULU. SHANGHAI.
TIENTSIN. NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Paid-up Capital " 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. C. Ewens, Esq.
Chow Tung Shang, Esq. J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899. [8]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tels.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per annum Fixed Deposits for 3 months

4% " " " 6 " "

5% " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.

" " " 6 " " 3 " "

" " " 3 " " 2 " "

" " " 1 " " 1 " "

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [15]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$3,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Esq., Deputy Chairman.

A. Haupt, Esq.
D. M. Mosé, Esq.
A. J. Raymond, Esq.
R. L. Richardson, Esq.
H. Schubart, Esq.

N. A. Siebs, Esq.
H. W. Skide, Esq.
H. E. Tomkins, Esq.
Paul Witkowski, Esq.

CHIEF MANAGER:
HONGKONG—SIR THOMAS JACKSON.

MANAGER:
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

T. JACKSON,
Chief Manager.

Hongkong, 17th August, 1901. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 37 1/2 lbs. Net ex Faci-

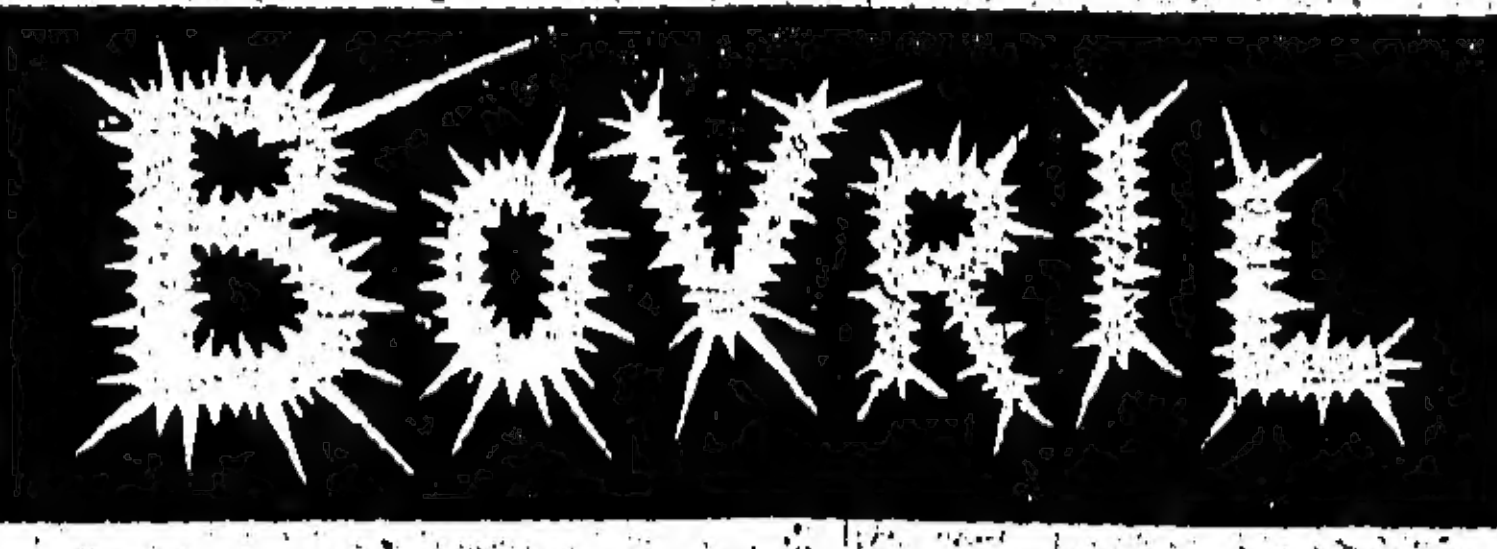
\$3.30 per Bag of 250 lbs. SHEWAN, MANAGERS.

Geol. f10

Hongkong, 1st January, 1901.

Intimations.

Bovril Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletes and persons
of either Sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [287c]



BOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS.
HYDRAULIC and SELF LUBRICATING JUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT..... THOMAS SKINNER.
SUPERINTENDENT..... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

W. BREWER & Co.

NEW BOOKS, &c.

Macmillan's Atlas of China \$ 1.00
Sennett and Cram's Marine Engineering 13.00
Little Folks—Volume January to June, 1901 2.25
1901 3.00
Mrs. Bishop's Chinese Pictures 1.50
Midnight Passengers, by Savage 1.00
Sister Teresa, by George Moore 1.00
Denver's Double, by Geo. Grey 1.00
Cinderella, by Crockett-Land 1.00
Seven Houses, by 2.25
Gals' Gossip, by 2.25
More Gals' Gossip, 20th August, 1901. [689c]

A Sea City, by Swears \$ 1.50
Rodney Stone, by Conan Doyle 0.35
Alfred's Book of Photography 2.25
Gallatin's Book of Photography 0.70
Conan Doyle's Deer War 1.50
Chamber Parties and Bills of Lading, by 1.00
Duck and Drift 1.00
Mackenzie Pipers 1.00

PRAYER and HYMNS. New Editions.
SALTERS' RACQUET BATS. [689c]

V.O.S.

VERY OLD SCOTCH,
OLD VATTED WHISKY.

Is unrivalled for its Mild, Mellow Flavour. Composed
entirely from the finest products of best known Highland
Distilleries. Thoroughly matured.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 27th August, 1901. [15]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE—43, SAMMOTO-CHO, TOKYO.

LONDON OFFICE—34, ABCE STREET, E.C.

HONGKONG OFFICE—1, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bomba, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Hankow, Chiofo, Tientsin, Nephwang, Port Arthur, Seoul, Chemulpo,
Yokohama, Yokosuka, Nagoya, Osaka, Kio, Kure, Shimomaseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Kobe, Hakodate, Taipeh, &c.

Telegraphic Address for all Offices: "MITSUI."

A.B.C. and A. Dodes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway
Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines.

SOLE AGENTS for Fukuma, Hokoku, Ichu, Kanada, Kishima, Mannoura, Onoura,
Otsuji, Tohmyama, Tsubakuro, Yoshinotani, Yoko, Yanokibara and other Coal Mines.

N. INUZUKA, Manager. [563c]

Hongkong, 1st August, 1901.

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER OR WATER

LEMONADE GINGER ALE

SARSAPARILLA RASPBERRYADE

TONIC WATER LEMON SQUASH

SPECIAL TERMS to Hotels, Clubs and other large Consumers. [563c]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(c.o.)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SHANGHAI Chusan C. L. Daniel About 30th Aug. Freight or Passage.

LONDON, &c. Massilia* G. M. Montford, R.N.R. Noon, 31st Aug. Freight or Passage.

MARSEILLES Banca E. P. Martin, R.N.R. About 7th Sept. Freight only.

YOKOHAMA Canton* C. F. Lockstone, R.N.R. About 9th Sept. Freight or Passage.

* (See Special Advertisement). * (Passing through the Inland Sea).

† Via SHANGHAI, NAGASAKI and KOBE.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 27th August, 1901. [5]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAMER FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

PRINZESS IRENE THURSDAY, 5th September.

PRINZ HEINRICH THURSDAY, 19th September.

PREUSSEN WEDNESDAY, 2nd October.

HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 16th October.

SACHSEN WEDNESDAY, 30th October.

KIAUSCHOU, Hamburg-Amerika Linie WEDNESDAY, 13th November.

BAYERN WEDNESDAY, 27th November.

STUTTGART WEDNESDAY, 11th December.

KONIG ALBERT WEDNESDAY, 25th December.

PRINZESS IRENE WEDNESDAY, 8th January, 1902.

PREUSSEN WEDNESDAY, 22nd January, 1902.

HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 5th February, 1902.

SACHSEN WEDNESDAY, 19th February, 1902.

On THURSDAY, 27th September, at NOON, the Steamship "PRINZESS
PASSENGERS, SPECIE and CARGO, will leave for Genoa, Naples, Rome, and
GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 3rd September, Cargo and
Specie will be received on Board until 5 P.M., on WEDNESDAY, the 4th September, and Parcels
will be received at the Agency's Office until NOON, on WEDNESDAY, the 4th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 23rd August, 1901. [22]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [16]

W. H. POTTS & Co.,

3, QUEEN'S BUILDINGS.

WINE, SPIRIT AND CIGAR

MERCHANTS.

DIRECT IMPORTERS.

ALHAMBRA CIGAR,

"KIRIN" BEER,

HARVEY'S OLD VINTAGES.

Intimation.

LANE, CRAWFORD & CO.

WE HAVE JUST RECEIVED

A LARGE CONSIGNMENT

OF

AMERICAN BOOTS

IN

TAN CALF, BLACK CALF & GLACE KID,

WITH

SQUARE, MEDIUM AND POINTED TOES,

ALSO

PATENT COURT SHOES

AND

SHOOTING BOOTS.

An Inspection is invited.

LANE, CRAWFORD & Co.

Hongkong, 10th August, 1901. [732c]

Fr. BLUNCK,

SILK LACE MANUFACTURER

AND

EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER

AND

RETAILER.

16th July, 1901. [715c]



CLARETS.

1 doz. Bottles. 1 doz. 1/2 Bottle. 1 doz. 1/3 Bottle.

VIN ORDINAIRE \$ 4.00 \$ 4.50 \$ 7.50

MEDOC 4.50 5.00 8.00

ST. EMILION 5.50 6.00 9.00

MARGAUX 6.00 6.50 9.50

ST. JULIEN 6.50 7.50 10.50

ST. ESTEPHE 8.00 9.00 12.00

CH. LEVIVRE 11.00 12.00 15.00

CH. LAROSE 11.00 12.00 15.00

CALIFORNIA \$ 4.50 \$ 5.00 \$ 8.00

ZINFANDEL 5.00 5.50 8.50

An allowance of SEVENTY FIVE cents per dozen is made for quarter bottles when
returned to our godown. Special rates for Hogsheads.

H. PRICE & Co.,

12, QUEEN'S ROAD.

lating to Stamps and Stamp Duty in the Colony of Hongkong.

A Committee on the Bill entitled "An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong."

Third reading of the Bill entitled "An Ordinance for authorizing the Appropriation of a Supplementary Sum of Five hundred and fifty-nine thousand nine hundred and ninety-one Dollars and seventy-eight Cents, to defray the Charges of the year 1901."

A meeting of the Finance Committee will be held immediately after the Council.

Honourable Members are requested to bring with them to the Meeting the copy of the Estimates accompanying this Bill, which has been distributed to them.

AT THE MAGISTRACY.

DISORDERLY.

James Smith, of America, was fined \$5 or fourteen days for interfering with A. Williams, Corporal in the R. W. F., in the execution of his duty. The fine was paid.

FALSIFIED BANK NOTE.

Chao Ching Ping was charged on remand with forging or uttering a \$10 note, knowing the same to be forged.

Mr. H. M. Mann, gasfitter in the Chartered Bank, said the note was of the face value of \$10 and had been altered to \$50.

Mr. R. J. Glendenning said he was assistant to Mr. Kennedy and, on the 8th of August defendant came and hired a trap. He tendered a \$50 note and Mr. Kennedy gave the change for it. He did not notice it was forged.

Mr. David Kennedy said—He remembered his assistant handing him a \$50 note. The note produced was the one in question. He gave the change, \$14, the remaining \$36 being for hire of a trap. He gave the note to his clerk Da Silva, who shortly brought it back as bad. He sent for a detective and drove off after the defendant.

For the defence, On Hon was called and said he was a trader in Nonham Strand. He knew the defendant. On the 8th of August the defendant borrowed from him \$50. One note was for \$50 and one for \$10. He did not recognise the note.

Mr. Wilkinson, for the defence, addressed the Court and the defendant was discharged.

WATCH STEALING.

Lam Kwai went to prison for six weeks' hard labour for stealing a watch from G. Koenig.

MORE ARE WANTED.

B. Byranjee was the cause of Chan Chung, a chair cooler, being fined \$5 or 14 days for unlawfully refusing to accept a legal fare. If a few more of these cases were brought, the coolies in time would begin to understand their position.

SULPHURIC ACID.

Inspector Ford charged two masters of junks with having on board sulphuric acid without a licence. In each instance they were fined \$10.

OUR LONDON LETTER.

(Continued from yesterday.)

LONDON, 26th July.

An article which appeared in the *Globe* a few nights ago, indicated a very unusual understanding of the British aspect of the affairs in China at the present time. The fact is the English public does not even now realize the relative importance of events in the Far East. Unless something occurs to arouse a transient feeling of horror or repugnance, such as was excited over the siege of the Legations, or the brutal murder of the missionaries last year, Chinese affairs attract little attention. Hence the *Globe* article has done real service by pointing out the design of Russia to substitute her new railway as the means of commercial intercourse between Manchuria and the world, in place of the seaboard trade, chiefly in the hands of Great Britain, the U. S. & Japan. The Government is urged by the writer to unwaveringly maintain our treaty rights at New-chang, the natural distributing point for railway goods and where Russia is seeking to establish a paramount influence and authority. Attention is called in the same article to the p. assure now being brought to bear upon the Southern Viceroys, to contribute from their Provinces the greater part of the yearly indemnity to be paid by China. They will only be able to raise this sum by increasing the Likan charges, and the unfair way in which such increase will handicap the British trader for the benefit of his rivals is clearly set forth. Finally, the Colonial Office is urged—though not in so many words—to grasp the fact that though England never has a settled policy in China, the acts of Russia, not to mention other countries, all form one part of one well thought out plan, of which no individual move stands isolated and alone, to be repudiated, or reversed on the application of spasmodic British pressure. The article has given rise to favourable criticism among China folk at home, but whether it will stiffen the flabby back of our diplomacy is another matter.

The current number of the *Lancet* has also devoted some space to the interests of English people in the East, in an article on the Sanitary condition in Hongkong, based on the pamphlet containing Mr. Cunningham's articles and the press correspondence thereon. "A considerable portion of the two or three columns on the subject, consists of excerpts from the pamphlet, but the brief Editorial comment of the concluding sentences indicates an appreciation of the gravity of the existing state of affairs in medical eyes."

The chance of the Municipality question coming before Parliament at an early date is however remote, for the Home legislative programme is heavily overweighed, notwithstanding the shelving of many important bills at the annual "slaughtering" a few days ago. The Chinese mission to Germany appears to be entirely losing its apologetic aspect, and is fast assuming the style of an embassy of courtesy—a sort of return call for the visit of

Prince Henry to Peking. That the Chinese Ambassador at Berlin should work earnestly to this end is quite comprehensible, but the acquiescence of the German Government is surprisingly at variance with the previous emphatic utterances of the Kaiser, and has aroused some misgivings in the mind of those most interested in the Chinese settlement, and best able to judge of the effect of this changed attitude upon the war-torn Celestial.

The tea-ring over which the commercial world was inclined to be sceptical is gaining ground. Last week approximately 14,000 packages were sold at the public auction in the ordinary way and some 11,000 at the secret sale, while this week the figures were 12,000 at the public auction, and 13,000 at the private sale. The object of the ring is to prevent retailers knowing at what price the wholesale man buy from the blenders, in order of course that a higher price may be imposed upon the struggling retailer. To induce the blenders to prefer the private to the public sale the ring is said to be pushing up the secret prices, but even so, many lenders are still shy, lest the ring, once firmly established, could dictate prices to them, as well as to the retail trade, this making enhanced profit of both. Indian and Ceylon teas are at present chiefly concerned, so far as it is possible for the outside public to glean details.

The English industrial world is for the moment chiefly concerned with the recent important decision of the House of Lords relative to the legal position of Trades Unions. Mr. Justice Farnell's judgement, setting out that a Union, could in its corporate capacity be sued, which was reversed on appeal, was upheld in the Final Court, and constitutes a most important legal departure. The profession appears to be divided on the soundness of this interpretation of the law, but the commonsense of the community at large is certainly on the side of the Lord Chancellor and his colleagues.

While tea and the Unions decision agitate commercial circles, the literary world is not a little perturbed to learn that Max Muller's great library is lost to this country, Baron Tswaski having bought the whole 13,000 volumes, together with the valuable Sanskrit M.S. numbering over 100, for Tokyo University. It certainly is not creditable to the Oxford University authorities that they should have allowed this prize to pass into foreign hands—for if funds were lacking an appeal to the literary and scientific public, or even to the Government as trustee for the Nation, could hardly have been without effect. The thing is done now and grumbling is ungracious, but book lovers seem still to find difficulty in offering very hearty congratulations to Japan, which perhaps indicates that the Student's nature is not more than human.

The Medical Profession is in the throes of a scientific upheaval induced by Professor Koch at the Tuberculosis Conference last Tuesday evening. The gist of the discovery which the great Doctor claims to have made, has no doubt reached you by cable, and beyond that point the humble layman at home has himself hardly yet "arrived," so bewildered is he by the flow of adjectives hurled by the experts at the new theory.

"Astounding," "magnificent," "revolutionary," "ridiculous," "unfounded," "sensational" are a mere handful culled at random from the exuberant forest of available verbiage. If Professor Koch establishes his position, it follows—as indeed he himself pointed out at the Conference—that for many years past the Governments of the World have been expending needless millions in the attempt to stamp out tuberculosis among dairy herds. In a word the Professor holds that all money spent in protecting humanity from the milk and flesh of tubercular cattle, is wasted, though he admits that until this opinion is sustained by further demonstration, such as may convince his scientific brethren, it would be unwise to relax the precautions now practised. And at that, the subject will have to stand, so far as the layman is concerned, for probably many years.

As the mail closes, there comes to hand the intelligence that the outlook of the tea ring is less rosy. The sales for next week are notified at 17,000 packages by public auction and something much less at the private sale, where all that was offered yesterday was not sold.

GOLD IN THE PHILIPPINES.

DACUPAN, August 17th.

John Camp is in Dagupan, just from the Benguet country, and he creates a gold fever that will tend to a stampede into north Luzon as soon as the rainy season is over. Camp has in his possession fifteen ounces of amalgamated gold, taken from a claim he staked out less than two months ago and it is worth from \$15 to \$18 per ounce.

There is nothing windy about Camp. Indeed, his show, upon which the American Dagupanites were permitted to look, was due to the influence of A. L. Johnson, a business man of the city who has several claims within a half dozen miles of Camp's find, which is about forty miles north of Trinidad, in the "bosch" below Menevayan. Miners call this Blue Diamond District and it promises the best for gold yet prospected in the island.

Camp informs the *Times* correspondent that twenty odd pounds of the precious mineral have been dug out and amalgamated by miners in his vicinity within the past twelve weeks, that holders are sinking shafts and that indications twelve to twenty feet below the surface warrant vigorous work on several claims. Charcoal is used for amalgamation purposes. The Nahgin river and the gorges that feed it furnish ample water and, all stories true, the district is an ideal one for a mining camp.

A Mr. Olifford, late from Alaska, is turning his attention to the places of the Nahgin valley and with considerable success. He displays a number of nuggets from the size of a grain of wheat to that of a bean; and such are said to be worth the standard value \$2.67 per ounce. The cry in mining circles is relief from the fat of the Spooner bill, that titles to located property may be secured and the necessary capital invited to put in machinery for successful development of the district. There is no doubt whatever that north Luzon is rich in gold, and low grade though it be, there is ample reward for investment and labour. Many citizens are waiting the lapse of the rainy season. Strangers are coming in, all having the gold fever, and a rush to the Menevayan (Cagayan, Bontoc, and Sela Madre districts is certain. Manila *Times*.

QUEEN VICTORIA MEMORIAL FUND.

SUBSCRIPTION LIST.

Hongkong & Shanghai Bank	1,500
Jardine, Matheson & Co.	1,500
Butterfield & Swire	1,000
David, Sassoon Sons & Co.	1,000
E. D. Sassoon	1,000
Robt. Shewan	1,000
Chater & Mody	1,000
T. Jackson	500
Hongkong Rope Manufacturing Co., Ltd.	500
Green Island Cement Co., Ltd.	500
China & Manila S. S. Co., Ltd.	500
A. H. Rendell	500
Canton Insurance Office	250
Hongkong Fire Insurance Co.	250
China Sugar Refinery	250
China Fire Insurance Co.	250
Humphreys Estate & Finance Co.	250
A. S. Watson & Co.	250
Victor H. Deacon	250
Caldbeck Macgregor & Co.	250
John D. Humphreys & Son	250
Johnston, Stokes & Master	250
Keiss & Co.	250
Hongkong Daily Press	200
Longland Lippin & Co.	200
W. R. Loxley & Co.	150
Palmer and Turner	150
Leigh and Orange	150
China Provident Loan & Mortgage Co., Ltd.	100
Yangtze Inland Association Ltd.	100
China Mail	100
Hongkong High Level Tramways	100
Bradley & Co.	100
John Hastings	100
Gibb, Livingston & Co.	100
Gilman & Co.	100
Holliday Wise & Co.	100
Lane Crawford & Co.	100
Linstead & Davies	100
W. G. Humphreys & Co.	100
John D. Hutchison & Co.	100
V. A. Caesar Hawkins	100
G. H. Medhurst	100
H. E. Pollock	100
Wilkinson & Grist	100
J. J. Francis	100
Hongkong Telegraph Co., Ltd.	50
Harry Wicking & Co.	50
A. G. Wise	50
C. Evans	50
F. Henderson	50
H. P. White	25
A. Robinson	25
D. E. Brown	25
A. G. Stokes	25
L. S. Lewis	25
R. B. Moorhead	25
E. H. Sharp	25
A. G. Morris	25
Chan A. Fook	25
P. A. Cox	15
J. S. Harrison	15
W. H. Wickham	15
K. Mounsey	15
A. Tillet	15
W. H. Gaskell	15
W. Davies	15
G. M. Harrison	15
B. R. H. Taylor	15
J. Farrow	15
J. F. Reese	15
S. Fulcher	15
J. S. Ezekiel	15
T. I. Ross	15
M. S. Sassoon	15

Further subscriptions will be gladly received by the undersigned, addressed to the Hongkong and Shanghai Bank.

C. P. CHATER & T. JACKSON,

Hon. Treasurers.

WHO WON SANTIAGO?

WASHINGTON, July 24th.

All New York is engaged in a wordy war over the Sampson-Schley controversy, which the newspapers, neglecting the traditional serpent, have selected this year as the silly season topic.

Both sides, whom politics could not under, are now enemies over the question, "Who won the Santiago battle?"

Schley's friends say he won, being present, whereas Sampson was absent; Sampson's followers say it was his strategy that won, while Schley, through incompetency, almost threw away the victory.

The Democrats are mostly Schleyites, and Republican Samponites. The Government is for Sampson, the general public is for Schley. The *Journal* is Schleyite and the *Sun* Samponite. These are the bitterest of this city's newspaper participants in the fray.

The trouble arose from the fact that in a volume recently published by a Government employee, Schley was called a coward and a liar. Schley has demanded an investigation, and the Secretary of the Navy has just ordered it.

So that for months this country will probably risk more war and disruption than the entire war with Spain caused. —*Morning Leader* Cor.

COOLING DRINKS.

The *Washington Star* in the interest of suffering humanity suggests the following "summer drinks":

Champagne Cup—Cut two ripe neclardines to slices, so half a lemon orange and a lemon, taking care to remove the pits. Scatter two tablespoonsful of powdered sugar over the fruit, then add a wine glass of brandy and half the quantity of champagne. Place the jug containing the ingredients either on ice or in a cool place, for an hour, then add a quart of ice champagne. Remove the fruit and pour in a pint of ice-cold or apollinaris water.

Cider Cup—Put into the mixing jug the thirty pared rind of a lemon, a whole orange cut into slices, a large slice of pineapple, a wine glass of gin, half a tumblerful of marsala or sherry, a very little grated nutmeg and a tablespoonful of powdered sugar. At the end of an hour pour a quart of sparkling cider (iced) into the jug. Then strain the cup through muslin and add a small bottle of lemon verbena.

If the cider is not very sweet, a little more sugar may be required.

Pineapple Cup—Put into a jug four or five slices of fresh pineapple, the peel of half a small lemon cut very thin, two tablespoonfuls of sugar, a wine glass of brandy and a glass of orange flower water. Cover the jug closely and let the contents remain at least an hour before the cup is required. Then add a bottle of sparkling cider which has been ice, stir well, strain into the jug in which the cups to be served and add a bottle of ice-cold water. A few sweet scented verbena leaves should float on the top of the cup.

Military Cup—Put a bottle of claret into a jug with six thin slices of lemon, three slices of cucumber (which should be removed after about ten minutes), a wine glass of sherry, a wine glass of brandy, a large tablespoonful of benedictine and half a dozen tiny raspberries. Sweeten to taste with powdered sugar, place the jug in a basin and surround it with finely broken ice for half an hour. Then remove the fruit and pour in a bottle of sparkling moselle which has been ice and a pint of ice apollinaris water.

THE CHIEF COMMAND IN INDIA.

Private advices have reached India from Home, says the *Bombay Gazette* of the 10th inst., which indicate that Lord Roberts is finding the work of the War Office overpoweringly heavy at his advanced age. Should he retire from his direction, it is thought probable, in well-informed circles, that Lord Kitchener will become the right-hand man of the Commander-in-Chief at Home. In this case the way will be clear for the Duke of Connaught to come out to India, a thing he is said to be desirous of doing when Sir Power Palmer's tenure expires. By that time the return of the Duke of York from Australia will have removed the reason which existed last spring against the Duke of Connaught leaving England.

A BURIED SHIP.

Dating the excavations for the gigantic reservoir in course of construction by the London Water Company at Tottenham and Walthamstow, London, what has been considered, says the *London Mail*, to be a Viking ship was recently discovered. The excavations are being made in the old bed of the river Lea, the course of which had been diverted. The bow part of the vessel was in danger of being carried away piece-meal by relic-hunters, so the task of laying bare the rest of its timbers was deferred, and the exposed part covered up again. The vessel was seven feet below the surface. This depth is no indication of its age, however, as under favourable circumstances this might be done in a few hours. The vessel is about fifty feet long, and is of oak, with the exception of the keel, which is of elm. The ribs are held to the sides by wooden pegs, and the timbers are fastened with roughly finished but well-made iron nails. The caulking is done with felt. The floor-boards are rivetted together with nails. In the opinion of some, the boat is of more recent origin than the Viking age. Some think it formed part of the fleet built by Alfred the Great to harry the Danes, while others incline to the opinion that it is a seventeenth century keel-boat or barge. A dug-out boat was also discovered, which is going to the British Museum. It is estimated to be a 200 years old. Many other interesting relics have been discovered during the excavations—bronze and bone spearheads, iron swords, hand axes, ancient Saxons clubs, and curious mediaeval horseshoes. Bones of extinct animals and many interesting shells have also been found.

A DEFENSE OF BULL-FIGHTING.

The bull-baiting in South Omaha, Neb., has called out a good deal of denunciation, and was probably expected from the pulp and press of the country. The South Omaha exhibition, however, is only an imitation bullfight. The governor of the State, whose name is Savage, has issued a signed statement that "there is no bull-fighting in South Omaha," and the New York *Tribune* explains the sport by saying:

"Bull-fighting in Omaha has suddenly become an exceedingly popular and profitable diversion by reason of the circumstance that on Monday night one of the bulls unexpectedly caught one of the performers on his horns and sent him forty feet through the air, and ultimately to the hospital, where he now lies with two broken ribs, a lacerated chest, and an ugly laceration in the forehead. It is understood in advance that there was to be no blood-letting at these gentle and refined entertainments. The bulls were merely to caper about in a picturesque manner, and the men were to show only with what grace and facility they could exterminate their adversaries except for a manager's promise not to ruffle the susceptibilities of an unenlightened public. But the bull that was doing his turn on Monday night either did not know that rule or else broke faith. The result was to convert a tame and tedious show into a highly exhilarating spectacle, crowd the arena at the next performance with seven thousand persons, and produce great joy in a disconsolate office. Now the manager, who says that Chicago, Buffalo, and Coney Island are clamouring for his favours, while the purveyors of amusement at many other places are opening negotiations."

But the *Tribune* does not defend the diversion. Indeed, it calls it "a gross affront to public sentiment everywhere in this country," and many other papers express similar sentiments. The *Mobile Register* calls it "a foolish as well as cruel sport," first because there is no fighting on the part of the bull, and second, because "the sole pleasure" to be derived from the game is in seeing the torments of the animal or animals confined in the butcher's pen called the ring. This brings out a reply from the *Washington Post*, which points out the good features of the sport as follows:

"It is not correct to say that there is no fighting except on the part of the bull. There is a great deal. As a matter of fact, if any man in the world fights for his life and under circumstances of the utmost peril, it is the matador whose part it is to kill the bull. He has to stand immediately in front of the vicious animal and must wait until the horns almost touch him. In no other position can the stroke be delivered. One miscalculation of distance by so much as an inch; one tremor of the nerves; one slip of the foot as he drives his sword—and your matador is a mangled, shapeless mass, torn out of human shape and crushed beyond hope of recovery. Does this ever happen? Yes, it happens much more frequently than the inexperienced imagine or believe the others like to think of. As for torments, that is all humbug. The bull, at no time is subjected to serious injury before the matador appears, and then he is not tortured at all. He kills, or he is killed by one lightning stroke, and that ends it."

Nor need any one waste pity on the bulls that figure in the Plaza de Toros. Only the irretrievably vicious varieties are sent there. Those that can be tamed and applied to useful ends are much too valuable for the ring. The bulls killed in the arena are always dangerous and unmanageable brutes. It is a question between the plain and the barbaric in their case, and the plain pays better. But there is no torture. The picador has a spear, to be sure, but its point is less than an inch long. It cannot inflict a serious or a particularly painful wound. Like the banderilla, which comes next, it can only penetrate the skin. It serves to infuriate an already dangerous animal, but differs very little from the old-time "goad" with which teamsters were wont to manage the patient oxen at their work.

Of course, we are no advocate of bull-fighting. Communities that enjoy it and want to have (should not be) baited by communities that do not enjoy it, if any may save a degraded dog or cock fighting, the prize ring, or the top ball field, provided the standard be that of the amount of profit, broken bones, and impaired faculties that result. But we do not wish to say a good word for the Plaza de Toros. We have our favorite brutillities; let us, therefore, recreate the brutillities of our neighbours. "Who knows," remarks the *Rotterdamer Democrat and Chronicle*, "but that the day will come when the inauguration hall at Washington will be preceded by the inauguration bull-fight?" —*Century Digest*.

A MATRIMONIAL MIX.

One of the worst matrimonial "mixes" on record is described by an unfortunate man who, being caught in the act of attempting suicide by drowning, explained the situation thus: "The main cause of my trouble is this. Not long ago I met a young and charming widow, with a step-daughter who was 19 years of age. I married the widow, and then my giddy old father came along, met our step-daughter, and married her straight away. That made my wife the mother-in-law of her father-in-law, and made me, my step-daughter, my mother, and father, become my step-son. Do you follow the tangled thread of my discourse? Very well, but hear me a little longer, and I'll tangle it much worse. My stepmother—that is to say, my wife's step-daughter and the wife of my father, who was also my stepson—gave birth to a boy. Now you can see at a glance that blessed boy was my brother, because he was my father's son, but he was also the son of my wife's step-daughter, and therefore her grand-son. That made me the grandfather of my step-brother. All right, all still, and I'll complicate those matrimonial matters some more. In the fulness of time, or perhaps a little sooner, my wife had a son, and then my brain-pan began to spin round in earnest, for my mother-in-law, that is, the step-sister of my son, was also his grandmother, because he was her step-son's child. My father is therefore the brother-in-law of my child, because his step-sister is his wife. And now, you will ask, where do I come in? I enter on the scene in this wise: I am the brother of my own son, who is also the child of my step-grandmother. I am also my mother's brother-in-law, my wife is her own child's aunt, and my son is my father's nephew, and I'm my own grandfather, and I'm hanged if I can stand it any longer."

NOTANDA.

CALENDAR.

August.
Meteorological means based on fifteen years' observations in 1895.
Barometer at sea level 29.755
Thermometer at 8 a.m. 81.0
Humidity 83.
Rainfall 13.482

YESTERDAY.

WEATHER REPORT.
On date at 8 a.m. On date at 4 p.m.
Barometer 29.84 29.77
Temperature 85 81
Humidity 71 84
Rainfall —

TO-DAY.

Tuesday, 27th August, 1901.
Chinese—14th of 7th moon of 27th year of Kwang-sui.
Sun—Rises 5.34 a.m. Sets 6.34 p.m.
Moon—Rises 1.14 a.m. Sets 12.14 p.m.
High water—Morning 6.14 a.m. Afternoon 6.14 p.m.
Low water—Morning 12.14 a.m. Afternoon 12.14 p.m.

ANNIVERSARIES.

B.C.—55 Julius Caesar landed in England.
1841—Amoy taken by the British, 296 guns captured.
1896—British ships bombarded the palace at Zanzibar; Said Khalid overthrown and Hamud bin Mahomed proclaimed Sultan.
1898—Czar of Russia proposed an International Conference on disarmament.

TO-MORROW.

Wednesday, 28th August, 1901.
Chinese—15th of 7th moon of 27th year of Kwang-sui.
Sun—Rises 5.34 a.m. Sets 6.34 p.m.
Moon—Rises 1.14 a.m. Sets 12.14 p.m.
High water—Morning 6.14 a.m. Afternoon 6.14 p.m.
Low water—Morning 12.14 a.m. Afternoon 12.14 p.m.

ANNIVERSARIES.

1831—Slavery abolished in British possessions.
1850—First telegraph cable between England and France laid.
1879—Capture of Cetewayo.
1896—Ottoman Bank at Constantinople seized by Armenians.

AGENDA.

TO-MORROW.
Daylight—O. S. K. Co.'s steamer *Anging Maru* leaves for Foochow via Swatow and Amoy.
11 a.m.—Public Auction by Messrs. Hughes and Hough of various stores at their Sales Rooms, Ice House Street.

THURSDAY, 29th.
5 p.m.—C. & M. Co.'s steamer *Dianhant* leaves for Manila.
Cargo ex *Formosa* subject to rent.

FRIDAY, 30th.
C. N. Co.'s steamer *Changsha* leaves for Shanghai.
4 p.m.—J. C. N. Co.'s steamer *Yuenang* leaves for Manila.
Cargo ex *Eru* subject to rent.

SATURDAY, 31st.
Noon—P. & O. Co.'s steamer *Massilia* leaves for Bombay etc.

SUNDAY, September 1st.
O. S. K. Co.'s steamer *Dafin Maru* leaves for Tamsui via Swatow and Amoy.

MONDAY, 2nd.
Clearance sale at William Powell's, Limited. Public Auction of Crown land at Tai Kok Tsui, Kowloon, at 3 p.m., at the offices of the P.W.D.
Public Auction of Crown land at Kennedy Road, Hongkong, at 3 p.m., at the offices of the P.W.D.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or of other persons who may be obliged by giving his information.

The *Telegraph* August 27th, 1901, (Capt. S. B. B.) are: Chief Officer, A. Buchanan, 2nd, R. Gillin, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, and T. Barne, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.
The officers of the *Wing Sang* (Capt. H. Sellar) are: Chief Officer, Mr. Bicar, and H. W. Beatty, chief engineer, Mr. Smithers, and W. Buxby, 3rd, Mr. Moore.

August 27th.
Mr. Short is temporarily chief officer of the *Hutchings*.
Mr. S. Williams is appointed 3rd officer of the *Hutchings*.
Captain Evans is temporarily commanding the *Hutchings*.
Mr. Walters is appointed 3rd officer of the *Hutchings*.

Mr. Musgrave is appointed 3rd engineer of the *Thales*.

Mr. Savers is appointed and engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *M. Laguna*, is now 4th officer of the *Glennie*.

August 26th.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	Kobe and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Oct., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 5th Nov., at Noon.

THE Twin Screw Steamship

"AMERICAN MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 26th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior Points of U.S.A. to the Orient.

For further Particulars apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

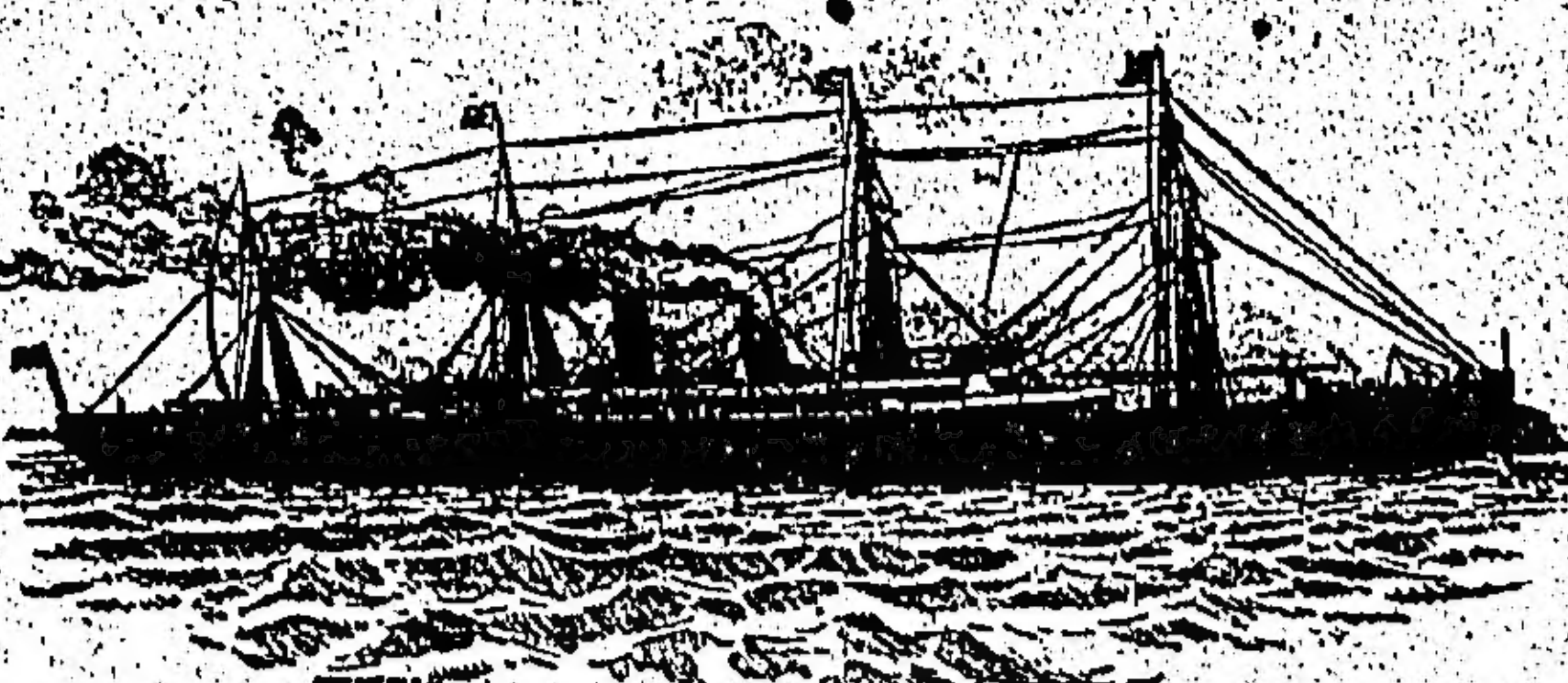
JARDINE, MATHESON & Co., Agents.

Hongkong, 26th July, 1901.

[7930]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st August, at Noon.
"COPIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABRIO"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIO"	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of this Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

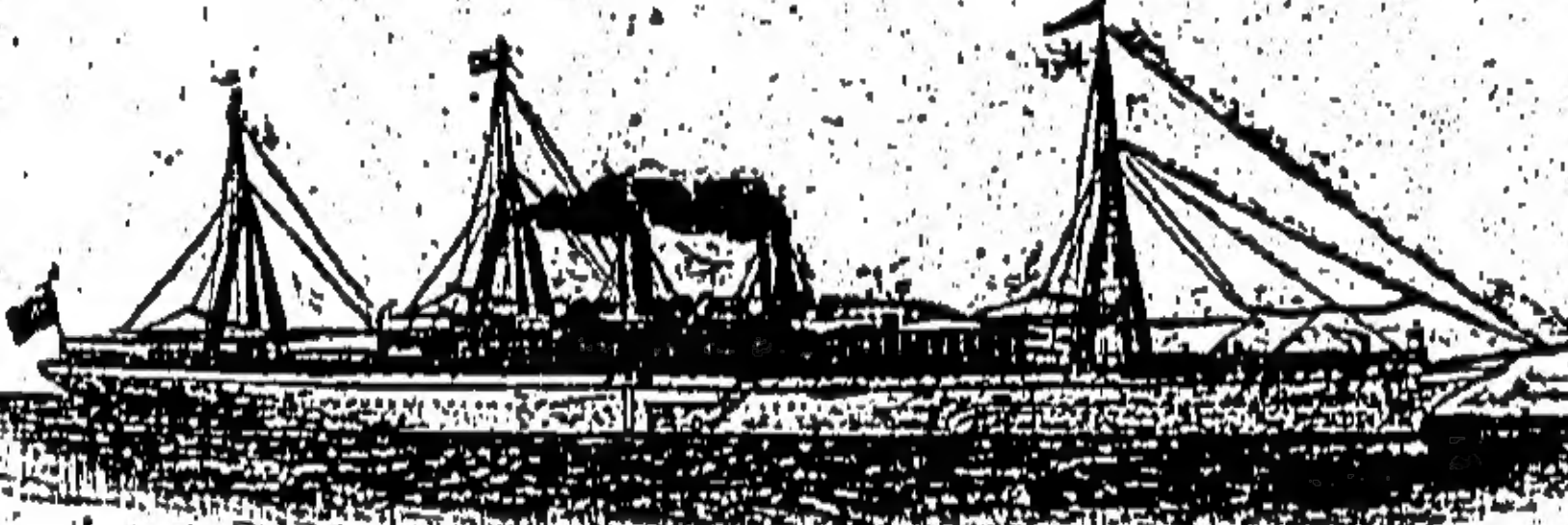
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace the PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBIRIA	HAVRE and HAMBURG	10th Sept. Freight and Passengers.
ANDALUSIA	(Calling at SINGAPORE and COLOMBO) HAVRE and HAMBURG	21st Sept. Freight.
ARABIA	(Calling at SINGAPORE and PENANG) HAVRE and HAMBURG	5th October. Freight.
ARAGONIA	(Calling at SINGAPORE and COLOMBO) NEW YORK, via SUEZ CANAL	19th Oct. Freight.
ARAGONIA	End of August or beginning September	Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 7th August, 1901.

[4310]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	CHANGSHA	30th instant.
KOBE and MOJI	KANSU	31st instant.
CHINKIANG and SHANGHAI	KIUKIANG	31st instant.
TIENTSIN	NANCHANG	31st instant.
TIENTSIN	FOOCHOW	3rd September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 24th August, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	TYDEUS	29th August.
"	PYREUS	5th September.
"	ULYSSES	12th September.
"	AGAMEMNON	19th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	STENTOR	3rd September.
"	IDOMENEUS	7th September.
"	AJAX	1st October.
LIVERPOOL (DIRECT)	OBESITES	about 15th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 23rd August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Ports on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 14th August, 1901. [3210]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports on WEDNESDAY, the 4th Sept. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 23rd August, 1901. [3250]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 6th September, at Daylight. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 19th August, 1901. [8930]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship "ATAKA," Captain [Name], will be despatched for the above Port on or about the 10th September. To be followed by the S.S. "ANAPA," about 15th October, 1901.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 20th August, 1901. [8710]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c. Carlsruhe City [Name] about Sept. 15. Strathgyle [Name] about Oct. 15.

THE Steamship "CARLSLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 11th July, 1901. [7590]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. "DIAMANTE," Captain J. Rattenbury, will be despatched as above on THURSDAY, the 29th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 26th August, 1901. [9190]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. "YUENSANG," Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 24th August, 1901. [9090]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship "DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 1st September. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 26th August, 1901. [2250]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY. Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.) on or about the 10th September, 1901. Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through Rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent, Hongkong, 23rd August, 1901. [9050]

S.S. PROTECTOR. The above Steamer will load for the following Ports, and will have quick despatch: SHANGHAI, CHEFOO, VLADIVOSTOK, also PORT ARTHUR if sufficient inducement offered. For Freight, &c., apply to SHEWAN, TOMES & CO. Hongkong, 26th August, 1901. [9200]

SAILING VESSELS.

FOR NEW YORK. THE 3/4 A. L. I. American ship "I. F. CHAPMAN," having arrived is now ready to load for the above Port and will have quick despatch. For Freight, apply to ARNHOLD, KARBURG & Co. Hongkong, 12th August, 1901. [6980]

FOR NEW YORK. THE 3/4 A. L. I. American ship "MANUEL LLACUNO," will load during September and October, sailing about 25th October. For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901. [7270]

Masonic.

ZETLAND LODGE. No. 225, E.C. A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on MONDAY, the 2nd September, at 8.0 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 26th August, 1901. [9120]

